

DANIELS DISCLAIMS BLAME FOR F-4'S REVENUE

Secretary Vexed by Critics,
Who Charge Neglect of
Submarines.

NO PARSIMONY, HE SAYS

WASHINGTON, April 1.—A statement made public today by Secretary of the Navy Daniels in reply to allegations that the loss of the submarine F-4 could be traced to the parsimonious policy of Congress in making appropriations for the upkeep of submarines will probably lead to a revival of the charges that this type of boat has been neglected by the Government.

Somehow of a sensation was caused by the last session of Congress when Secretary Daniels, commanding the Atlantic fleet of submarines, testified before the House Naval Committee that there was no excuse for two boats under his command capable of efficient war service.

His criticism was so sharp that he received a letter from the Secretary of the Navy which virtually amounted to a reprimand.

The burden of Commander Stirling's testimony was that Secretary Daniels and some of his principal aids had little faith in the submarine as a weapon of war and that they were opposed to any large additions of the submersible type of vessel to the navy.

Commander Stirling, as an authority on the subject, expressed such faith in the submarine that Congress was persuaded to authorize in the naval act the construction of twelve coast defense submarines and two seagoing submarines.

Voted All That Was Asked.

In the statement authorized today Secretary Daniels takes occasion to say that since the loss of the F-4 off Honolulu "irresponsible statements are to be made by irresponsible persons." He says that the House of Representatives, in its appropriation of money for the upkeep of submarines, has appropriated all the money that the department has asked for this purpose and furthermore the last Congress made the largest appropriation for the construction of new submarines.

In the controversy before the House committee on the question of the submarine, Representative Roberts of Massachusetts laid the blame on the Navy department for the failure of Congress to provide appropriations for the development of the submarine type of vessel.

Mr. Roberts brought out that the department had failed, in fact, to expend all the appropriations allowed for the purpose. A reference to this unexpended balance is made in Secretary Daniels's statement.

"That the first session of the last Congress," said Mr. Daniels, "appropriated enough money for upkeep is attested by the fact that there was an unexpended balance of about \$1,000,000 under the bureau whose appropriations are charged with the upkeep of submarines."

Other Causes Assigned.

Secretary Daniels continued: "Other causes assigned for the loss of the F-4 are that her engines were of poor design and that her batteries required overhauling. The engines are the best of the first Diesel engine type for submarine boats and from the very nature of things are not as good as later engines, but they were in every way reliable and were in good working condition."

"If they had not been so attempts would have been made to carry out the repairs which culminated in the catastrophe," he said. "The fact that the F-4 was in excellent condition during a forty-eight hour run."

As to the battery, a report of January, 1915, the latest on record, states that an overhaul had been completed and that the battery was in good condition. A previous one dated November 18, 1914, states that it was in excellent condition, except for high temperatures, but this is to be expected in the tropics.

"An abundant supply of battery material was in store at Honolulu for the use of the first Diesel engine type of submarine boats and from the very nature of things are not as good as later engines, but they were in every way reliable and were in good working condition."

The party will consist of Gunner G. D. Sullivan, Dr. G. R. French and four other gunners, British, Dutch, and American. These men have been making experiments in deep diving in the vicinity of New York for some months past and their experience will be of great assistance, in the opinion of Secretary Daniels.

The department received a cablegram late this afternoon from Admiral Moore at Honolulu saying that there were no new developments in the submarine situation. The cablegram added:

"Will not be able to report any progress for several days. Making preparations to lift."

FLEE WITH \$6,000,000.

Yucatan Refugees Arrive at Havana on a Schooner.

HAVANA, April 1.—The schooner Isidro arrived here today with nineteen men, women and children, refugees from Yucatan, who brought with them \$6,000,000.

The Isidro left Cayo, about 150 miles from Progreso, nine days ago. Her passengers were wealthy planters and their families. Among them was Gen. Ortiz Arguendo, who was the autonomous Governor of the State. Other passengers were Nicolas Martinez, his wife and daughter. He brought \$2,000,000 gold.

The Spanish Consul at Vera Cruz, who left Havana on the steamship Manuel Olivo to resume his post, has returned here in the same ship. He never went ashore at Vera Cruz after ascertaining that conditions were so dangerous that it would be wise for him to keep away.

Passengers on the same ship who were Vera Cruz were Tamayo and Espinosa Brede, special commissioners of Gen. Carranza, on their way to Washington. They will not talk of their mission.

London Engineers Seek More Pay.

LONDON, April 1.—The allied engineering trade unions of London have decided to demand an increase of six shillings (about \$1.50) a week, of 15 per cent, on piece work because of the increased cost of living due to the war. Fifty thousand men are affected by the order.

PHANTOM WARSHIP TO AID THE EITEL

Dreadnought Von der Tann,
With Submarine Aboard,
Said to Be at Hand.

GUARDS FOR SEA RAIDER

NORFOLK, Va., April 1.—"They may have more than us to fight," was the statement made by the first officer on the German sea raider Prinz Eitel Friedrich, according to reports in circulation at Old Point Comfort today.

The officer is also quoted as saying that the German battleship Von der Tann, with a submarine on board, is in the Atlantic Ocean and was endeavoring to reach this side. The submarine, he says, is one of the greatest in the German navy. When fully stocked the undersea boat is capable of remaining away from its base for forty days.

The Von der Tann, it will be recalled, was reported as having run the gauntlet around the British Isles in an effort to join Admiral von Spee's squadron before the battle at the Falkland Islands.

That the German officers on the Eitel have been playing a game of delay for more than a week, has been suspected in American and British official circles. There have been many messages between Capt. Tann and the German Ambassador at Washington, and it is presumed that the former was apprised of the presence of the Von der Tann on the Atlantic Ocean.

The Reported Plan.

It is planned, so reports say, to have the Eitel make a dash for the sea as soon as she is assured that the British and French warships off the Virginia capes will be too busy looking out for themselves to bother her. The presence of a German submarine among the seven warships off the capes would cause such fear among them, naval men say, that it would be comparatively easy for the Eitel to escape.

Extra precautions to prevent any harm being done the German sea raider were taken today. Two hundred armed men, including the German Ambassador, were approached to the ship on land, while an armed force from the battleship Alabama, which is lying at anchor in Hampton Roads, is doing similar duty on the water.

The American authorities virtually established a censorship to-day on all photographs of the Eitel. A newspaper photographer, who snapped three pictures of the German vessel, her officers and crew, was arrested by the American guard when taken before officers' quarters were taken and were thrown into Hampton Roads.

The British, it is declared, will try to force the Eitel to sail by holding up the German ship. The British fleet, from Norfolk, Baltimore and Newport News for forty-eight hours beginning Friday night. Meanwhile they are on the alert, as he says, from being crushed when the German vessel attempts to leave voluntarily.

Rumor of a Protest.

The German Ambassador is said on good authority to have protested that the provision of the Hague conference regarding the departure of merchant ships should not be applied to the ports of Norfolk and Baltimore. Ships from these two ports in order to reach the sea have to pass Cape Henry. The German consul at Norfolk, Mr. von Pollock, has reference to the departure of ships from any one port.

If the provision is enforced as to the departure of ships from Baltimore and Norfolk, it would force the Eitel to sail or run the risk of being stopped by American guns if she attempted to steal out of Hampton Roads.

The German report, Mr. Monroe are ready for any emergency. The gunners are at their posts and beside each other several rounds of ammunition. The Eitel was still at her post late tonight.

EITEL'S BIG BEER ORDER.

50,000 Bottles Regquisitioned by Her Captain.

WASHINGTON, April 1.—If the German sea raider Prinz Eitel Friedrich takes a chance with the British cruisers lying off the Virginia capes instead of interfering for the war ship, she will go off with 50,000 bottles of beer, or 100 bottles for each of the 500 men aboard. Under the rules that govern ships in time of war a belligerent vessel is entitled to a neutral port may take on supplies sufficient to carry her to her nearest home port.

A board appointed by Secretary Daniels to determine the quantity of coal and other supplies needed by the Prinz Eitel in case she went to sea out of every item on the requisition made by Capt. Tann, except one. This exception was the quantity of beer that the German commander thought he would like to take aboard. The members of the naval board asked when they discovered that Capt. Tann wanted 50,000 bottles, but they approved the item just the same.

Secretary Daniels, who is an "dry" as a bone personally and who barred alcoholic drinks from the navy, also approved when he looked over the beer item in the amended requisition submitted by the board. However the Secretary found that while the international law allows a belligerent vessel to take on a limited amount of food and supplies that might be shipped by a belligerent vessel about to leave a neutral port the rules were silent as to beer.

As beer cannot be used in a ship's boilers, and at best is hardly a substitute for solid food, Secretary Daniels was not sure why the Germans should not have all the beer they wanted. Whether the 50,000 bottles desired have already been withdrawn from the American market and placed aboard the Prinz Eitel is not known here.

\$300 FOR "FREEDOM SPREE."

Rich Prisoner Celebrates Release by Giving Away Money.

ATLANTA, April 1.—Frederick A. Hyde of Oakland, Cal., celebrated his release from the Federal prison here today by scattering nearly \$300 among the convicts. Hyde, who is wealthy and a business leader in California, was convicted of land frauds and sentenced to three years.

From the moment he entered the prison he began planning to celebrate his release. He established a "celebration fund" and it grew to nearly \$300 by the time his term expired.

With Warden Zerbe's permission Hyde addressed the convicts and then began scattering the money. The convicts were deeply moved and cheered Hyde as he left.

"It was just a 'celebration spree,'" said Hyde in discussing his act, "and I said many of them. I wanted to show good will."

Hyde was employed in the library department with H. H. Raine, Memphis banker, and Edwin Barron, New York dramatic critic. Barron will be released shortly.

"DEATH SIGN" AT BOMB TRIAL CAUSES ARREST

Alleged Leader of Anarchists in Cuba Sentenced to 30
Days in Cell—Carbone Says Policeman Bought
Materials in Cathedral Plot.

Carmine Carbone, one of the two men arrested for placing a bomb in St. Patrick's Cathedral, was on the witness stand for more than two hours at his trial yesterday before Judge Nott in General Sessions. He swore that every overt act in the making of the bomb and his interest in anarchistic teachings had been inspired by Amedeo Polignani, the young policeman who caused the arrest of himself and Frank Abarno, his confederate.

Carbone, who told his story through an interpreter, said Polignani, whom he knew as Baldo, not only bought anarchistic literature for him, but had bought the ingredients with which the bomb was made. He had not consulted his direct examination when court adjourned until this morning.

The trial was enlivened a bit when a prospective witness for the defense made a threatening gesture to Polignani as he was leaving the court room. He was immediately arrested and later was arraigned before Magistrate Ten Eyck, who sent him to the Tombs for thirty days.

Detective Barnitz, who made the arrest, said the prisoner was Joseph Negro, a native of Cuba, the name of Giuseppe Alfa of 378 Central avenue, Brooklyn. The charge against him was disorderly conduct. Polignani said the prisoner was a Cuban, Negro, who had not given what is known as the "death sign." This is done by curling the fingers over the mouth.

From Cuba, Tanney Says.

Police Captain Tanney, in charge of the detectives in the anarchist squad, said he knew Negro as the head of the anarchists in Cuba and had recently received official notice that he had left there for this city. The Cuban police asked information about him. He is said to be a follower of the Bresci teachings.

Before the prosecution rested several witnesses were examined to piece out the story that all the plans and the making of the bombs for the Cathedral had been made by Polignani and that Polignani had been a passive listener, reporting what he heard to his superiors.

Simon O. Pollock opened the case for the defense he said both defendants had been urged on in the crime by the policeman. Later this theory was borne out by Carbone, who at one point said he was actually afraid of Polignani; that the policeman had not only threatened him, but had thrown him onto a bed, saying he would denounce him as a spy if he refused to carry out his plans.

Carbone, who is an undersized youth of 18, said he had been in this country two and a half years and had made a living as a shoemaker. At the outset Mr. Pollock had the defendant exhibit his right hand to the jury. He showed that his fingers were bent and the thumb off, as he says, from being crushed when 6 years old in Italy. Polignani had sworn that Carbone told him his hand had been injured while making a bomb.

Carbone told of having met Polignani in December at the headquarters of the Bresci group, 301 East 108th street.

KINKS IN SEAMEN'S LAW ARE REMOVED

Attorney-Gen. Gregory Says
It's Effective for U. S.
Ships on Nov. 1.

FOR FOREIGN MAR. 1, 1916

WASHINGTON, April 1.—Attorney-General Gregory rendered an opinion today interpreting the seamen's act, which was passed in the closing days of the recent Congress. The law as written appeared to be inconsistent as to the date of its enforcement.

After analyzing the statute the Attorney-General holds that the law becomes effective on November 4, 1915, as to United States vessels, and on March 1, 1916, as to the vessels of foreign countries.

The Attorney-General's opinion will relieve to a large extent the anxiety of American steamship men and others concerned.

The act as passed by Congress provided that, as a whole, it should take effect eight months after passage, or November 4, but section 14 provided that after July 1, 1915, steamships, both American and foreign, leaving United States ports should be equipped with life-saving appliances as defined in another section of the act.

When the Department of Commerce undertook the preparation of regulations to carry out the act the contradictory provisions were laid before Solicitor A. W. Thurman, who held that section 14 must go into effect on July 1.

Ship Owners' Contentment.

This meant that American steamships operating on the sea, bays and lakes of the United States would have to make radical changes in their life saving appliances by that time. Delegations of ship owners visited Washington and told the officials that it would be a physical impossibility for a large percentage of American boats to comply with the law by July 1.

The Attorney-General holds that the language of section 14 fixing July 1 as the date when steamships should be equipped with certain appliances was taken from a House committee substitute for the Alexander bill, which attempted to carry out the London Convention of Safety on Land and Sea, adopted at London on January 20, 1914, which provided for uniform legislation by the countries interested.

This convention provided that it should go into effect July 1, 1915. The Attorney-General says that ratification of the convention by the countries represented was essential and that as the United States has not yet ratified it, the instrument is not binding so far as this country is concerned.

The Attorney-General also finds that section 18 provides that "this act shall take effect as to all vessels of the United States."

The Edison Co. have made all days good days for me—

PHOTIE MACDONALD
Photographer of Men.
576 FIFTH AV. COR. 47th ST.

DIVORCE DESERVED, BUT NOT GRANTED

Justice Refuses Decree, but
Thinks Gardner Jones of
"Undoubted Depravity."

CALLS SUIT COLLUSION

Mrs. Hester A. Laffin-Jones, widow of Albert S. Laffin of Chicago, who was one of the founders of the Diamond Match company, yesterday lost her suit for a divorce from Gardner Jones, who married her after he had been divorced by two other wives. The case was tried before Supreme Court Justice Cohan, who handed down an opinion commenting on Jones's "depraved" character, and finding that the charges against Jones were sufficiently established, but asserting his belief that the suit was brought through collusion.

The court said it appeared that Jones had been accused by his wife of an attack on a servant, and when an attorney was investigating the matter for the purpose of making it the basis of a divorce suit the attorney and Mr. and Mrs. Jones met in a Brooklyn restaurant, where Jones offered to provide other evidence for a decree if no steps were taken to prove the charges against him.

The attorney testified that he regarded Jones's talk as "idle chatter," and paid no attention to it, but the court says that Jones chose to come to court and assert dramatically he had been a party to a collusive divorce action. His character, as shown by his demeanor and testimony as a witness, and by his record in the divorce courts, is of undoubted depravity. Yet the facts here are sufficient to cause the court to suspect the integrity of the action.

For this reason the complaint was dismissed. Mrs. Jones has spent several thousand dollars, it was said, in trying to rid herself of her husband.

Denies Knowing Chemistry.

The witness then said he had attended many of the Bresci group meetings at the solicitation of Polignani and on several occasions the policeman bought him books and papers bearing on the doctrine of anarchy.

Carbone said he had never studied chemistry and did not know what was necessary to make a bomb. All the knowledge he had on the subject, he said, he got from Polignani. All he did was to tell the jury, in connection with the bomb was to take the two cases out of his place of employment. All of the ingredients of the bomb had been bought and paid for by the policeman, he said, and the furnished room where the two bombs were stored before being thrown into the Cathedral had been paid for by Polignani.

Before Carbone was called to the stand six men swore they had seen the policeman, Polignani, at the Bresci headquarters in 108th street, and in Bleeker street and all had heard him use violent language. All such talks, said these witnesses, were started by Polignani, who often said:

"We should go out and break windows and steal bread for the unemployed. We should go out and break windows and steal bread for the unemployed. We should go out and break windows and steal bread for the unemployed."

NO INCOME TAX ON ALIMONY.

Mrs. Howard Gould Wins Fight to Avoid Paying.

The Appellate Division of the Supreme Court decided yesterday that a woman's alimony is not subject to an income tax, and affirmed a judgment obtained by Mrs. Katherine C. Gould against Howard Gould for \$212.79 as the amount deducted for the tax from Mrs. Gould's alimony of \$2,000 a month.

Mr. Gould acted under instructions from the United States Collector of Internal Revenue, who ruled that alimony was embraced by the income tax law.

ENDS 20 YEARS WITH FRAUD.

Jury Asks Meery for Customs Employee Who Sold Information.

As a climax to his twenty years service in the Customs House, during which he arose from messenger to examiner, Charles I. Stager was found guilty yesterday in the United States District Court of divulging confidential information to Solana & Co., feather importers. Because of Stager's record the jury made a strong recommendation for imprisonment.

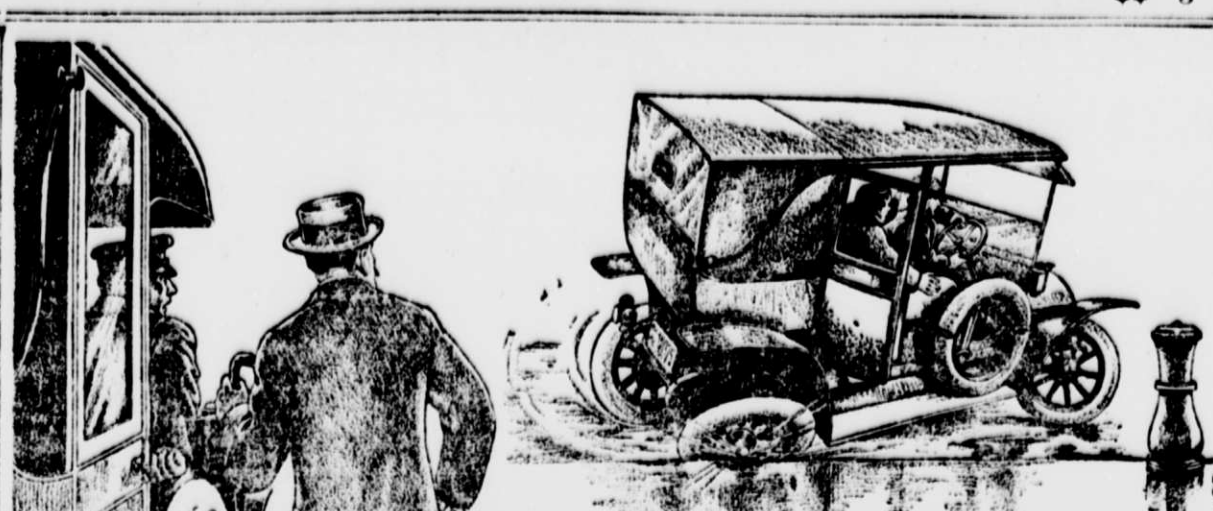
The information given by Stager to Solana & Co. concerned the size of the importations of feathers made by their competitors and the price at which the feathers were imported. This enabled Solana & Co. to meet the market prices of other feather houses and also to underbid their goods at the Customs House so as to reduce the duty on their importations.

George Silva, president of Solana & Co., and Harry Muensterfeld-Solana, head of the Solana-Solana-Solana Co., were indicted recently for underbidding importations of feathers amounting to about \$2,500,000. Letters taken from the files of Solana & Co. showed, it is alleged, that Stager was receiving money for the information he was giving.

Silva and Solana were indicted with Stager on a charge of conspiring to defraud the United States. The indictments were returned by the grand jury on March 18, 1915, as to the vessels of foreign countries.

High School Boy, 14, Ends His Life.

Walter Schultz, 14 years old, a pupil in Public School No. 24 in Jersey City, committed suicide in his home at 222 Armstrong avenue yesterday by blowing his brains out with a revolver.



It Might Have Been You
—whirled with the skidding car into the disastrous crash

You users of taxi-cabs, look before you ride when streets are wet and slippery. See that the tires are "chained to safety". Take no chances. Make sure that all four tires are equipped with

Weed Anti-Skid Chains

The ONLY Positive Safeguard Against Skidding
All responsible taxi-cab owners and drivers protect their patrons' lives with Weed Chains. Don't risk your life in a car whose owner or driver is so criminally negligent as to omit this positive safeguard against skidding.

The motorist who drives with chainless tires on slippery pavements and roads jeopardizes his own life as well as the lives of others. Equip both your front and rear tires with Weed Chains. Do it today—before it is too late.

SOLD FOR ALL TIRES BY DEALERS EVERYWHERE

Weed Chain Tire Grip Company, Bridgeport, Conn.

KINGSBURY ACCUSES STATE CHARITY MEN

Asserts No Investigation Was
Price Offered to End
Dumphy Charges.

HEBBARD MAKES DENIAL.

Charities Commissioner John A. Kingsbury, in a statement yesterday, accused the State Board of Charities of acting to investigate conditions at Randall's Island after vainly trying to induce him to withdraw the charges against Mrs. Mary Dumphy, suspended superintendent of the Randall's Island institutions.

"I knew several days ago that this move was impending," he said. "It was the price I paid for refusing to withdraw the charges against the superintendent at Randall's Island. A week ago it was indirectly suggested to me by Secretary Robert W. Hebbard of the State Board of Charities that by permitting Mrs. Dumphy to retire on pension I could avoid an investigation by the State Board of Charities."

"Let the State Board of Charities investigate. It is their duty to investigate. The investigation of charitable institutions in the State of New York is supposed to be their primary function and their regular routine responsibility. That is what their agents get their salaries from the public for."

Obstructed, He Says.

"I believe that the public will support me in the contention that my efforts to improve the lot of the helpless feeble minded children have been brought to a head in an unusually short time under the circumstances."

Mr. Kingsbury's statement was made after a hearing at the State Board of Charities, at which Mr. Hebbard was shown a copy of Commissioner Kingsbury's statement last night.

"The statement that I suggested that by permitting Mrs. Dumphy to retire on pension the Commissioner could avoid an investigation is absolutely untrue," he said. "Nothing of the kind ever occurred. When this board has once ordered an investigation I know of no power that could stop it."

"That, as a human being familiar with all its facts, I have said to Corporal Adams, that in my opinion, in view of Mrs. Dumphy's long and able service she should be allowed to retire on pension that she has earned and for which she has paid, is perfectly true."

The sixth adjournment of the hearing in the case of Mrs. Dumphy was granted yesterday when Deputy charities Commissioner Henry C. Wright named Monday, April 5, as the date on which Mrs. Dumphy shall appear to answer the charges made against her.

Emory R. Buckner, her counsel, told Mr. Wright that she was physically unable to appear.

Mr. Wright announced that he would again send Drs. Lambert and Keyes to examine Mrs. Dumphy. The examination will be made in the presence of Dr. Michael C. O'Brien, her physician.

LINER POTSDAM MET BRITISH SUBMARINES

Two Big, Swift Vessels Believed Bound for the German Coast.

The first British submarines ever sighted by a liner from a Continental port were saluted on March 20 off the Hook of Holland by the Holland-America steamship Potsdam, in yesterday from Rotterdam.

Capt. De Koning encountered the undersea ships, numbered 93 and 96, and, nevertheless, in the morning. They were on the surface of the sea and they ran up their union jacks in salute to the liner, which acknowledged the courtesy by dipping her own ensign.

The impression of the slippers and the passengers was that the submarines were bound for the German coast to destroy shipping. They were about fifty miles from the Hook of Holland and sixty from the English coast. They were bigger than the usual British submarine and were making about twelve knots.

Frank P. Boulton of the Federal Forwarding Company, who sent the Norwegian steamship Albatross from this port to Bremen, arrived by the Potsdam. He said it took him twenty-one days to disentangle the steamship from the meshes of British red tape.

Mrs. Mary Velez, a widow whose father-in-law was an Assistant Secretary of the Treasury under President Lincoln, brought aboard the Potsdam her thirty-year-old son, who is blind. He is American born.

At the sea burial of two-year-old Remond Klenz, reported by wire to THE SUN on Wednesday, an unusually brilliant meteor darted across the sky. Mrs. Klenz and her daughter, who were in the presence of Dr. Michael C. O'Brien, her physician, were permitted to land.

Broadway Saks & Company 34th Street

A Sale Today and Tomorrow
In the New and Greatly Enlarged Men's Shirt Shop

3,600 Men's Fine Negligee Shirts
At the Very Special Price, \$1.15

Newest colorings, stripes and figures in very high grade woven madras and satin stripe cotton cloths of fine texture. A very extensive assortment of colors and patterns. Sizes, 14 to 18.

Soft Negligee Style; Soft Turn-back Cuffs
In the Enlarged Shirt Shop, Main Floor, Rear

Men's Half Hose in Original Boxes of 6 Pairs
At Very Special Prices

Sold in Boxes of Half Dozen only, at these prices:

6 Pairs Plated Silk Hose \$1.15 **6 Pairs Seamless Silk Hose \$1.55**
Our regular price is 22c a Pair *Our regular price is 35c a Pair*

6 Pairs Fine Lisle Hose \$1.55 **6 Pairs Clocked Silk Hose \$1.55**
Our regular price is 35c a Pair *They are "seconds" of the best 50c Hose of which we know*

6 Pairs Thread Silk Clocked Hose for \$3.25
Our regular price is 65c a Pair

First Aisle, 33rd Street Side, Main Floor